



## EVENING BULLETIN.

TUESDAY EVENING, AUGUST 18, 1857.

**CONVICTED.**—Wm. H. Wash, whose imprisonment in Richmond, Va., for forging bounty-land papers we announced some time ago, has pleaded guilty under two indictments against him, and the balance have been quashed. As he is old, his sentence will probably keep him out of the way of similar crimes for the balance of his days.

**THE OCEAN TELEGRAPH.**—The New York Times contains a lengthy account of the progress and prospects of the Atlantic telegraph, from its special correspondent, who is on board the U. S. frigate Niagara. We give the following extracts from it, which are of general interest:

All of us who are in the work are sanguine of its success. But it is impossible not to see that the same feeling of confidence does not pervade the business community at large upon this side of the water. The magnitude of the undertaking and the peculiar and novel character of the difficulties which attend it very naturally create great doubt in the minds of cautious people, and I think the prevailing impression in the English mind is, that the enterprise will fail. At the same time the feeling is universal, that the failure, if it occurs, will be only temporary, that the effort will be at once renewed and will be prosecuted, under whatever difficulties and against whatever obstacles, to final and complete success. For my own part I confess my surprise at the extent and perfection of the precautions which have been taken against perils of every kind. There has been one very serious and singular blunder, certainly, in the construction of the wire, one-half of it being twisted from right to left and the other half from left to right. The consequence of this must be that when the two are united any strain upon the cable must tend to untwist the whole. There has been a little newspaper controversy as to the responsibility for this curious mistake—each of the manufacturing establishments concerned alleging its own innocence, on the ground that it was entirely ignorant of the proceedings of the other. All, however, now concur in saying that the mistake is one of slight importance, as it is evidently their interest to do. I hope it may prove so, but I have my fears.

The cable is to be sunk, as the vessel proceeds, solely by its own weight, and its size has therefore been very carefully adjusted to meet the several conditions which this implies. The weight of the cable, as finally decided upon, after a great variety of very carefully conducted experiments, is from nineteen hundred weight to one ton; and every part of it has been proved, by actual test, to be capable of bearing, with impunity, a direct strain of four tons. When it is immersed in salt water, its relative weight will be considerably diminished, its downward pressure being somewhat under 14 cwt. per mile. The greatest depth of the sea along the line where the cable is to be laid is 12,420 feet, or little over two miles; consequently, if enough of the rope were suffered to hang motionless from one of the vessels to reach the bottom in this depth, the strain to be borne by it would be less than a ton and a half. This will be still further reduced by the fact that, while the vessel is in motion, the cable will be buoyed up by its friction upon the water. The strain put upon it will not be like that put upon a rope by a depending weight, but like that put upon the thread of the silkworm as it is reeled off rapidly from the cocoon. There seems, therefore, no reason to apprehend any danger to the cable from its own weight. It is strong enough to sustain a strain far greater than is likely to be put upon it, at all events, in good weather and under ordinary circumstances.

It will be the 3d of August before the work of laying the cable will be commenced. The line over which the vessels will proceed while dropping the cable will be, as nearly as possible, the arc of the great circle which lies between the mid-entrance of Trinity Bay, Newfoundland, and the mid-entrance of Valentia Harbor, in Ireland. The length of the arc is 1,834 miles, and its central point is in latitude 52° 4' N., and in longitude 32° 32' 32" W. The maximum speed of the vessels, while paying out the cable, is estimated at five miles per hour; but probably 100 miles a day is quite as much as they will be able to accomplish. The 20th of August, therefore, is quite as early a day as their arrival on the Western Coast can be anticipated, even if they should suffer no detention from storms. As you already know, the cable is 600 miles longer than the route upon which it is to be laid; this provision has been made purely as a precautionary measure—in case the vessel should be driven out of the direct and shortest route—in case any portion of the cable should require to be cut away, &c. It is undoubtedly ample for all contingencies which are at all likely to arise.

The machinery for paying out the cable has been very carefully adapted to meet all the service that may be required of it—in calm and in storm—and is intended to give the most complete control and mastery of the cable under all circumstances. The controlling machine, as it is styled, stands behind the mizzen-mast, and occupies the whole deck. Four cast-iron sheaves, or cylinders, about five feet in diameter, are ranged in line with one another, fore and aft. The first, commencing forward, is single-grooved, the second and third are double-grooved, and the fourth is single-grooved. The cable, as it comes up from the hold of the ship, passes over one of the grooves in the second drum—then under it backwards and over and around the first single drum—thence it returns over the remaining groove in the second—then it goes directly across to one groove in the third, following but a small arc in its periphery—thence to the last single drum and down and around this back to the preceding double one, and, finally, over the unoccupied groove in that to a fifth grooved drum standing out upon rigid arms over the stern, from which it is dropped into the sea. The grooves in all these drums are exactly adapted, in size and form, to the cable. The passing and repassing of the cable over them serves to afford friction surface for controlling the velocity of the rope in passing out. But additional checks for this purpose are provided. The four drums are so connected by gearing that their motions are exactly coincident, the motion of any one of them involving corresponding motion in all the rest. Upon two of the shafts, moreover, friction-brakes—the same in principle as those used upon railroads—are applied, to control the velocity of the drums; and to these, which are worked by a screw, is attached a balance, which will indicate the precise amount of strain thrown upon the cable at any moment.

The screw is worked by a crank, at which will be stationed an officer, whose duty it will be to watch the balance and regulate the friction of the brakes accordingly. In the electrician's department there will be signals every second, by electrical currents passed through the entire length of the cable from the ship to the shore. At the side of the vessels there are also patent logs hanging down into the water with vanes and wheels, turning faster or slower, according to the velocity with which the ship drags them through the water. One of these wheels has been so arranged as to make and break an electric circuit at every revolution, and record upon the deck of the ship, by apparatus provided for the purpose, the speed of the vessel. A bell will also sound upon every passage of the electric current through the cable. The brakesman, therefore, will watch the balance which indicates the strain upon the cable, and tighten or relax it, as occasion may require. He will also listen for the bell, and if at any time its sound ceases, indicating an interruption in the circuit, he will stop the machinery, the vessel will be backed, and a winding machine, provided for the purpose, and worked by a horizontal steam engine of about 20 horse-power, will be at once set to work, gathering up the slack rope as the vessel moves astern, the electrician all the while testing the insulating continuity of the cable, yard by yard, until the defective portion has been discovered. This will then be cut out and the gap supplied by joining up the ends of the uninjured parts, when the paying out and testing will be resumed as at the first.

Special provision, too, has been made for storms. In ordinary weather, or even with brisk, strong winds, either ahead or astern, the work can go on without interruption, as the motion will not be so great as to prevent the machinery from retaining complete control of the cable. But, if the wind should blow astern so heavily as to make it necessary for the vessel to come up head to the wind, an

apparatus has been prepared for paying out over the head, similar to that already described. And in case a regular gale should arise, strong enough to render it impossible for the vessel safely to retain hold of the cable at all, preparations have been made for abandoning it temporarily. Upon the deck stand two large reels, each wound round with a very strong auxiliary cable, composed of iron wire only, and capable of resisting a strain of ten or twelve tons. Of this there are about two miles and a half on each reel. In case of a heavy storm, rendering necessary the abandonment of the cable, what would be cut, and the sea end attached to the end of one of the strong iron cords wound upon the reel. This would then be rapidly let out, and the Telegraph cable lowered to the bottom of the sea, leaving the entire strain of the tempest to be borne by the iron cord. As soon as possible, moreover, the end of this cord would be attached to immense buoys, shaped like the quill float of the angler's line, and provided with reflectors, so as to be easily seen, which would be tugged overboard, and left to sustain the cable until the storm should subside, when they would again be picked up, the cable recovered and rejoined to the part remaining upon the ship, and the work proceed as before.

There is no apparent difficulty in the wires remaining undisturbed by any of the ordinary agencies that vex the ocean. Storms cannot reach it. The bed upon which it will lie is, as you know from the published surveys, almost level, lying from 9,000 to 12,000 feet below the surface, entirely free from those sudden elevations and depressions which mark other portions of the bed of the ocean, and composed of what seems to be fine sand, but which proves, upon microscopic examination, to be the shells and outside skeletons of myriads of creatures which live in the tropical waters, and have been swept up into these northern latitudes by the gulf-stream. The presence of these shells here proves the calm and undisturbed character of the water in which they are found. The cable once deposited upon this bed is almost certain to be covered by the accumulation of these shells, which, moreover, have a tendency to agglutinate themselves round masses of metal, and preserve them from rust. There are many men of science who express the opinion that, if a telegraph cable were once deposited in this submarine burial-ground of the Diatoms, it would not only be in a tranquil and undisturbed retreat, but that after a few years it would actually be built in there by a flinty pavement, which no trifling exertion could manage to penetrate, that it would not only be at the bottom of the ocean but would become an integral and permanent part of the ocean bed. Nor is the cable in this latitude exposed to interference from the anchors of ships, for it is not a region where ships ever anchor. The only danger which, so far as I see, the cable is exposed to, is that of icebergs drifting southward and getting around, or grinding along upon the bottom of the sea, as they are known sometimes to do, for scores and even hundreds of miles.

It has been feared, and with much apparent reason, that the copper wire which runs along the centre of the cable, and which is the only conducting and useful part of it, might be broken, or so stretched and attenuated as no longer to answer the purpose of a conductor. Very complete precautions have been taken against both these dangers. In the first place, the central copper wire, instead of being a single wire, is a strand of seven, six wires being twisted, side by side, around a seventh. It is not likely that the conducting wire will be subjected to any strain severe enough to break all the seven at one and the same spot. Some one or more of them may break, but scarcely any two of them would be likely to break in the same place. Now it has been demonstrated that all of the seven wires might be broken at different parts of the strand, and even hundreds of times, without destroying or essentially impairing the capacity of the wire for the transmission of the electric current. In regard to the second wire, in consequence of the weight it may be required to sustain while the cable is being laid down, may impair its conducting power, the result of precautionary experiments is equally satisfactory. It has been feared, too, that the insulation of the conducting wire might be destroyed or seriously diminished. The insulating substance, as you know, is gutta percha, and the coating put on is unusually thick, in order to render the insulation as perfect as possible. This object is also promoted by several layers of gutta percha being laid on in succession, so that, if there should prove to be a flaw in any one coat, the imperfection is sure to be removed when the next one is added. The efficacy of this proceeding has been tested by making a great number of holes, near together, in the first coating of a fragment of the wire, and then applying the second coating in the usual way. The insulation of the strand was found to be perfect under these circumstances and so continued, even when the covered wire was subjected to a hydraulic pressure amounting to five tons on the square inch. The utmost care has been taken in the preparation of the gutta percha, which is used as an insulator.

But supposing all these difficulties to have been surmounted, and all the sources of danger to have been obviated, there are many who still doubt whether it has been satisfactorily shown that an electric current can be transmitted through a submarine wire, by the power of a single battery, with sufficient force to be made available in recording messages for so great a distance. However this may prove to be in the end, the matter has certainly received the most careful attention of the scientific gentlemen connected with the enterprise.

For this purpose, last year the various lines of telegraph under charge of the English and Irish Magnetic Telegraph Company were used, and they are so extensive, have so many ramifications, and each line contains so many separate wires, that a continuous length of nearly 5,000 miles could be made up among them. The experiments were made with great care, under the supervision of Mr. Bright, the engineer, and Mr. Whitehouse, the electrical of the company. On the night of the 9th of October, 1856, ten gutta-percha-covered wires, each measuring over 200 miles, were connected, so that a continuous circuit was formed of above 2,000 miles, and signals were distinctly and satisfactorily telegraphed through the whole length, at the rate of 20,211, and upon one occasion 270 per minute. Experiment having shown that the conditions present in insulated wires placed under the ground and beneath the sea are strictly analogous, this result was regarded as establishing, beyond all reasonable doubt, the practicability of working the Transatlantic Telegraph.

A still further experiment will be made to-morrow, when the ends of the cables upon the two ships will be joined, and the attempt will be made to send an electric current through the entire length of 2,500 miles. The result you will probably learn by telegraph through the London or Liverpool papers.

[A dispatch received from the Liverpool correspondent of the Associated Press, which has already been published in the Daily Times, states that this experiment was entirely successful—the current passing through the whole length of the cable in less than a second].

The cost of the telegraph cable, as I have ascertained it from entirely reliable data, has been \$1,388,750.

This is the cost of the cable only, and takes no account of the cost of electrical apparatus, various machinery on board the ships, &c., &c. There has been some discussion as to the rate of charges to be adopted for the line when completed. It cannot, however, exceed \$5 for a single message between London and New York.

I shall send this letter by the Canada, which leaves Liverpool to-morrow. The subsequent steamers will bring you reports of our progress; as sent from the ships by telegraph to London, and, unless we are all greatly mistaken, you may expect within ten days after receiving this to hear by telegraph from Newfoundland, of the safe arrival there of the western end of the telegraphic cable, and in due course of time I shall furnish you a detailed account of whatever may occur, of general interest, during this novel and remarkable expedition.

**The Royal Hairdresser.**—Mr. Isodore, the Queen's coiffeur, who receives £2,000 a year for dressing her Majesty's hair twice a day, had gone to London in the morning, meaning to return to Windsor in time for toilette, but on arriving at the station was just five minutes too late, and saw the train depart without him. His horror was great, as he knew his want of punctuality would deprive him of his place; so he was obliged to take a special train; and the establishment, feeling the importance of his business, put on extra steam, and whisked him the eighteen minutes in eighteen minutes for £18.—*Rattle's Journal*.

**JOHN PHENIX AT NAHANT.**—The Boston Post has another letter from J. Phenix, now at Nahant. He notes the following characteristics:

Our society is composed of people from all parts of the Union: Bostonians, social, affable, and particularly kind and attentive to strangers; Western people, cool, *défense*, and difficult of access; and Southerners, lively, bustling, but close, calculating, and abstemious.

The following intelligence is not without fashion-able interest:

"The Double Eye Glass Club" (D. L. G. C. they place after their names) are flourishing; two of them have improved so they can see through their glasses nearly as well as they can without them. It is quite refreshing to see a member take down his glass to read the morning papers, and the haste with which he replaces it if surprised by an outsider. A friend of mine named M. —, from New Orleans, who has always had a taste for fashionable life, and in fact has nearly starved himself to death to improve his figure, being anxious to join the club, went to Boston yesterday for the purpose of procuring the tools. Entering a fashionable jewelry establishment he made known his wishes, and a box of double eye glasses was placed at once before him. "What focus would you prefer, sir?" inquired the shopkeeper with immense politeness. "Window glass," replied M., solemnly, "I'm not near-sighted, sir; I'm tugging at Nahant." "Oh, exactly," said the jeweler, and he fitted out his customer with great celerity. M. says he is afraid it won't work; the instrument pinches his nose to that extent that he has acquired a nasal pronunciation, and it is painful to him to bid his friends "Good bordig."

"THIS BANKS IS IN HIM."—The Examiner, of New York, publishes a communication which opens with the following pithy anecdote:

Many years ago, an amusing incident occurred in our small village, which, from its applicability to things of more importance, impressed itself on my memory. A little lad, in crossing the street in front of my uncle's house to a small "dry goods and grocery store" on the other side, was frightened by the violent barking of a large dog near the shop, and had no courage to proceed. The owner seized the dog and then bade the child come on, as there was now no danger. "Ah but," said the little fellow, casting a dubious glance at the object of alarm, "the banks is in him!" This expression passed into a sort of proverb in our family, as a pithy statement of the truth that the nature remains the same, whatever the outward seeming, and may be expected to manifest itself at any favorable opportunity.

**WORKING HIS PASSAGE.**—A tall, awkward-looking chap, just from the Green Mountains of Vermont, came on board one of the splendid North River boats at Albany. His curiosity was amazingly excited at once, and he commenced "peaking," as he called it, into every nook and corner of the boat. The captain's office, the engine room, the barber's shop, all underwent his inspection; and then he went on deck, and stood looking in amazement at the lever beam, the chimneys, and the various "fixins," till at last he caught sight of the bell. This was the crowning wonder, and he viewed it from every position; walked around it, got down on his knees and looked up into it, and exclaimed:

"Wall, raly, this beats the bell on our meetin' house a great sight."

By this time, the attention of the captain and several of the passengers was attracted to this genius.

"How much would you ask to let a seller ring this bell?"

"You may ring it for a dollar, sir," said the captain.

"Wall, it's a bargain, all fair and agreed, and no backing out."

"It's a bargain, sir," said the captain.

Our hero went deliberately and brought a seat and took hold of the bell rope, and having arranged everything to his satisfaction, commenced ringing slowly at first, and gradually faster and faster, till everybody on the boat thought the boat was on fire, and rushed on deck, screaming with alarm.

There stood the captain, and there sat the "Varmounter," ringing away, first slow, and then fast, and then two or three taps at a time. The passengers began to expostulate; the captain said it was a bargain. But the passengers became urgent that the eternal clangor should be stopped. All the while there sat our hero undisturbed, ringing away more ways than a cockney chime-ringer ever dreamed of. At last the captain began to think it time to stop the simpleton; but his answer was—

"A fair bargain, and no backing out," and he rang away for dear life.

"Well," says the captain, "what will you take to stop?"

"Wall, cap'n, I guess I shant lose nothing if I take five dollars and a free passage to New York, but not a darned cent less."

"Well, walk down to the office and get your money and a passage ticket," said the captain.

The LADY WHO PAINTS.—Certainly the English will never have, in that line, such nice inventions as the French. The following may be taken as a sample of the kind. One day in a law-suit before the Tribunal Correctional a young lady, smartly dressed, was called as a witness. The presiding judge asked her name and then put the question concerning her profession. "I am fainting," answered Madame in her weakest tone. The gallant disciple of Themis told an officer of the court to bring her a chair, and allowed sufficient time for recovering; then "Be not afraid, Madame," said he, "and please to tell me before you are sworn what is your profession?" "I am fainting," again whispered the pretty witness in a scarcely audible voice. This time the Vice President sent for a glass of water; the dame sipped it slowly, then, bowing graciously to the judge, looked at him seemingly awaiting further questions. And again she was asked her profession. Wondering and amazed she answered, "But Monsieur le President, I had already twice told you to tell you that my profession is to faint." "To faint?" exclaimed the bench; "can there ever be a profession?" Madame answered in the affirmative, and explained that she gained a livelihood by going every evening in a fashionable dress to a stall at the Theatre de la Porte St. Martin, and fainting at the most tragic moment in the play. She added that her services were very valuable, and that the manager had never had to complain of the manner in which she performed her part. Unhappily by exposing thus publicly the *petite roses* of her occupation was lost.—*Paris Letter*.

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**PICTURES.**—477 Main street, between Fourth and Fifth.

**HARRIS'S GALLERY.**—feb 12 daily

May 28 bly

June 25 j&b

PICTURES.

477 Main street, between Fourth and Fifth.

**Dr. King's Dispensary.**

D. R. A. KING, a practitioner of New York for the last thirty years, has opened a dispensary on Market, bet. First and Second, nearly opposite the Graham Hall, for the treatment of Private Diseases, such as Gonorrhœa, Syphilis, and all diseases of the skin and other disorders growing out of neglect or imperfect cure. His long experience and success enable him to act with confidence. All who are suffering from the above-mentioned disease are assured of having the disease effectually cured and every vestige of the difficulties perfectly eradicated from their constitutions.

STRUCTURES of old or recent date effectually cured in a few days. The following cases, growing out of neglect, require a continuance of the treatment, rendering the subject unfit for either business or society, and causing premature old age.

SEMINAL WEAKNESS.—Particular attention will be given to this disease, which grows out of the neglect of the sexual organs, growing out in many cases, by the destructive habits of considerate youth and excessive indulgence of the passions, which undermine the constitution, rendering the subject unfit for either business or society, and causing premature old age.

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**NATIONAL TRUNK EMPORIUM,**  
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We are receiving one per cent. Tennessee currency the following Free State Banks:

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BANK OF CHATTANOOGA; Chattanooga;

NORTHERN BANK TENN.—Clarkville;

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Factory corner of Fourteenth and Main streets.

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**A WORD.**

MARTIN & PENTON, 36 Fourth street, are still offering their entire stock on Fasey Smauer Dress Goods at about cost in order to reduce it to the lowest possible amount prior to the receipt of

NEW GOODS.

which they open a store on Monday, the tenth, consisting of many new and desirable articles for early fall wear. This house is determined to bring out an assortment of goods usually used by any previous season, and they

INVITE ATTENTION

to their forthcoming announcement of daily receipts of goods, both Domestic and Fancy, and cordially invite their friends, customers and others to the inspection of the same when they are in receipt of their full assortment.

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GREAT BARGAINS IN

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Formerly Robinson, Martin, & Co.,

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August 1, 1857.—J. H. McCleary's

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**Grand and Parlor Grand Pianos.**

TRIPP & CRAGG, 109 Fourth street,

will receive, in a few days, a Grand and

Parlor Grand Piano from Chickering & Sons a Boston firm, the only successful manufacturer of pianos in instrument making, and finished expressly for exhibition at the great fairs in Louisville and vicinity. Parties attending the purchase of a Grand Piano are respectfully advised to await the arrival of these superb instruments.

jy17 j&b TRIPP & CRAGG, 109 Fourth st.

Having increased facility for

getting up a stock of BOOTS and

SHOES of every variety, we can

offer inducements to the public not to be found in quality or price elsewhere.

OWEN & WOOD,

45 Market st., one door from Third.

MEN'S LOW CUT PATENT LEATHER SHOES;

Do " " Calf

Do " " Glove Leather

Do Lasting Gaiters and Shoes,

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## EVENING BULLETIN.

**EXPERIMENTS WITH CROPS.**—The cultivation of the common crops of the country is too much of a routine. There are doubtless many means of increasing the product or diminishing the labor required to produce a crop, but old experienced farmers are slow to devote any of their time to experimenting upon the crops they cultivate. Our Agricultural Societies have encouraged experiments, but those that have been tried and reported have generally been by inexperienced persons, and only one single crop or for a single season. There are many theories held by old farmers which experiments have demonstrated to be false, but, in other cases, where the experiment has been founded upon known laws of vegetable physiology, they have fully sustained the teachings of that science. The object of the farmer is to increase the valuable parts of his crops and diminish those parts of little or no comparative value. In almost every crop that grows progress has been made in this direction, and quite as generally there is yet a broad margin for still further experiment. In the case of the corn crop, might not the amount of grain on the ear or the number of ears be increased if the plant were relieved from the necessity of producing and sustaining the tassel or male organ? The few experiments that have been tried in this case seem to show that it would be very profitable to cut off the tassel from all but every third or fourth row, thus giving the stalks more energy to concentrate upon the formation of grain, while the row left perfect would be ample to fertilize all the silks on them which were topped. Who will try a careful experiment of this kind this season, and report to us?

Experiments have been tried on the potato by cutting off the flower buds as soon as they appear, and a consequent increase of crop has been the result. The increase in every case where the result has been carefully noted has been sufficiently large to repay well the labor of topping the plant. We have no doubt that the same results are to be obtained by taking off the tassel from say four-fifths of the stalks in field of corn.

To the Editors of the Louisville Journal:

GENTLEMEN: Noticing in the columns of the Journal, some statements in reference to the Diaconia Batatas or Chinese Yam, I thought it might not be uninteresting to some of your readers to hear from those engaged in its culture.

I purchased of Messrs. Prince & Co., of Flushing, L. I., 20 tubers for \$5, carriage \$2.87. I selected excellent soil and position and planted and cultivated with mine own hands. Eight were taken cut worms, and never recovered; the remainder have runners to some small extent. They appear, and are, a very delicate plant, the vine very fine and wanting in vigor.

The position taken by Mr. Prince is that, in a few years, they will equal in value the cotton crop of the United States, and that in France 800 bushels have been realized to the acre, and that millions of money will be made by its early cultivators.

New items are frequently and prematurely extolled before anything like a fair trial is made in our midst. Thousands of dollars are realized by the few at the expense of the unsuspecting. If this new esculent is such as Messrs. P. & Co. recommend it to be, it ought to be widely known, and sought after by all planters; if not, the sooner the imposition—if it be one, is checked the better. I hope those engaged in its culture will report through the various agricultural papers their success. We want to know the result here. It may succeed in France and prove valueless here.

I have been experimenting with the Cork Oaks, a native of South France, and find it worthless.

My objection to the Chinese Yam, or the kind sent me by Messrs. P. & Co., is, that its growth is too tardy and its inability to recover from the touch of the cut worm very objectionable.

I will pursue its history as it develops itself, so that it passes away.

W. F. FALL.  
NEAR CLARKSVILLE, Tenn., July 26, '57.

**REMARKS.**—We are always glad to receive the results of actual experiment in any of the new objects of interest that are offered for the favor of the farmers. The remarks of our correspondent are just. We should carefully "try all things," so that we may understand their merits and be able to "hold fast that which is good." The value of the *Diascorea*, if it possesses any, will be fairly tested this season as well as that of the *Sorghum*.

They may both be valuable or they may be worthless. Farmers will always be exposed to imposition in new things till they establish some method of having them fairly tested in several localities by persons competent to decide their true value. This might easily be done through their clubs or agricultural societies. If this system were adopted, the temptation to spend money and labor in putting into notice worthless things would be much less. Without such a system, designing speculators have only to circulate industriously some damning account of some new thing that "will be worth millions to the country when known," and forthwith orders pour in upon them from all parts of the country for small lots.

This is not much of a tax upon each individual, but it amounts to a sum in the aggregate large enough to insure a continuation of the same process continually, unless some precaution is taken against it. We strongly suspect that parties in various parts of the country derive a handsome revenue from just such impositions followed up as a regular business.

**BEST TO YOUR HORSES.**—A writer, W. H. L., in the Ohio Cultivator, makes the following excellent remarks upon a matter that is too much overlooked or misunderstood:

Use the whip or spur less, and in their place put kindness. Three grains of kindness are worth all the whips and spurs in the world in breaking a colt. There are a great many horses injured for want of kindness. This I am sure no one will pretend to deny. For instance, a man has a colt to break. The colt has never been handled. The man, with several others to help him, drives the colt into the stable. He then forces a bit into his mouth, and, if there is one among them that dares, he jumps upon his back well armed with a stout whip, and very often a spur; these he does not forget to use. He clings to the colt's back as long as he is able, but is finally thrown off. He tries again and again, until completely exhausted, the colt is obliged to yield; that is, for the time being. Is this the way to break colts? No, to be sure it is not.

**New Books! New Books!** at Ringgold's. A New English Merchant in Europe, Asia, and America, A series of letters from Java. Singing, see *A. French*, with an introductory by Freeman Hunt. Adam Greene of Moss Gray, a novel by Mrs. Oliphant, author of *Zadie*.

Knaves and Fools, or Friends of Bohemia, by Edward M. Wherry. Chit-Chat of Humor, Wit, and Anecdote, with fifty original illustrations from designs by J. McLennan. Edited by Pierce Punchett.

The Adventures of Gerrard the Lion-Killer, by Charles E. Whitehead.

The Norse Folk, or a Visit to the Homes of Norway and Sweden, by Charles Loring Brace.

Grace Truman, or Love and Principle, by Mrs. Sallie R. Ford.

Chesterfield's Letters to his Son.

Major Jones's Comedy of Errors, illustrated.

The Confessions of J. J. Rousseau.

The Treasury of the Books, by Hugh Miller.

Reading without Tears, or a Pleasant Mode of Learning to Read.

Phenomena, or Sketches and Burlesques, by John Phoenix.

For sale by S. RINGGOLD'S, 65 Fourth street, near Main.

**PURCHASE OF HORSES &c.**—There are few specific cases that have led to more disputes, private or legal, than the apparently simple one as to whether a horse is or is not sound. With deference I submit my ideas as regards this often disputed point. I conceive a sound horse to be one at the time free from ailment, either outwardly or internally, and one who exhibits no direct predisposition or likelihood, with fair and judicious treatment, to become otherwise.

The taking a professional opinion on this subject generally saves an infinity of after trouble and dispute. It sets the case at rest at once; a horse having undergone such scrutiny acquires, in nine cases in ten, the seller of any imputation of having (willingly) sold an unsound horse, and may, in most cases, satisfy the purchaser that he has bought a sound one. But be it remembered that neither the physician nor veterinarian is infallible, though in most cases correct, and the veterinarian, when called on in his public capacity to examine a horse, has only to pronounce his opinion as to whether the animal is sound, or the reverse, at the time he is shown to him for examination. As an honest man he does this, and is bound, in all fairness between buyer and seller, to do; but at the same time the *opinion* he gives is a very different thing to the *advice* he might give to a friend as a friend. For instance, some horses' hocks are so formed and so placed as, in technical phrase, to cause the horse to be termed a "curly-hocked one," which means that, when put to work, the horse having such is almost sure to throw out curbs, or spavins, of more or less magnitude. Now, this is no unsoundness, nor can it physically, or rather anatomically, be called a "malformation," though it virtually is so. The veterinarian would not be justified in rejecting such a horse as an unsound one, though he might privately advise a friend not to buy him; and there are many cases indicating a likelihood of ailment that are no present or immediate certainties of bringing an unsoundness. We must not hang a man on suspicion, nor is a veterinarian authorized in condemning a horse on the same premises.

I think I may say that, among the very many horses I have bought for myself, I never took half a dozen professional opinions in my life, and among the hundreds, and many hundreds they have been when I have purchased for others, I have very rarely omitted doing it. It has been a satisfaction to myself doing so, and no imputation could then be cast on my judgment; and again I felt, and would strongly recommend others to consider the same, that, in the case of the lower priced horse, if he was worth £20 he was worth £20 10s. What I might choose to do in my own case has nothing to do with the matter. If I choose to trust to my own judgment in such cases, the risk was only mine; and, fortunately for me, I did not often suffer by it.

There are cases in which no professional skill can insure our not getting an unsound, or, at least, an objectionable, animal into our possession—for instance, one subject to incagnus or staggers, on occasion, particularly in very hot weather.

A horse may have had a strain, from which he was, to all human judgment or foresight, cured. He appeared so at the time of sale, but, on being put to work, the old grievance comes out. In cases where fraud is intended, hot water and positive rest will do wonders, against which all skill is set at naught. A chronic cough, quietude and sedative medicines will sometimes salve. In short, there are cases in which the most astute medical practitioner may be deceived by equally astute rascality. I could make a regular broken-winded one breathe as placidly and without that peculiar jerk of the abdominal parts, as any sound-winded horse, that is, for a few hours; what means I need not tell those in the secret, and certainly shall not tell those who are not.

The only resource left us in cases where treatment baffles even professional skill is to find out whether the animal has at a prior date been subjected to lameness or constitutional defect; in such case, though he went sound at the time of sale, and no visible remains of disease existed, he was not exactly speaking, a sound horse, and a seller, would by any jury be cast, and compelled to take him back. I mention these cases, which are, perhaps, of rare occurrence, to show that, if persons with professional skill and ingenuity may yet be deceived, how little ought the generality of buyers to trust to their own judgment.

I am quite ready to admit that few men holding the character of gentlemen would so far degrade themselves as to sell an unsound horse for a sound one. I should equally acquit a respectable dealer in horses from any such intention; but either may be or have been deceived; and one or the other, on selling a horse, and on his being subjected to professional investigation, may be perfectly astonished at finding him rejected as an unsound animal. The gentleman would probably be at once exonerated from any dishonorable intention by his peers, but nine persons in ten would at once condemn the dealer as having endeavored to impose upon them. Give a dog a bad name, &c.; but the former sweeping allegations against dealers are fast wearing away, and people very properly now hold a respectable dealer in horses in the same light as a respectable dealer in any other marketable commodity. The chief cause that led to the dealer in horses being held in the bad odor he was, arose from the variable nature of the article in which he dealt. A wine merchant can decide to a certainty whether his wine is sound or not; a dealer in horses cannot come to so decided an opinion as regards his horses.

It appears somewhat extraordinary to those well acquainted with horses, the difficulty there sometimes is in making others perceive that a horse goes unequally—in fact, goes lame; they cannot detect it in the gait of the animal. There is one way in which I have found them detect it at once. If it is a sunshiny day, direct their attention to the shadow of the horse's head on the ground, or better still, against the wall; here they will perceive a jerk in the shadow by the motion of the head, that no pointing out could make them detect in the motions of the animal. The same holds good as regards a horse defective in his wind. Place him against any fixed object; the sudden jerk of the body thus affected usually is perceived at once, though not to be detected by an unpracticed eye, by merely looking at the horse as he stands under ordinary circumstances. Such practice is not, I grant, very artistic; but it answers the purpose when used in the case of those who are not artists.

I frequently remember the old adage:

A little knowledge is a dangerous thing;  
Drink deep, or taste not, &c.

If a man knows enough to save himself in ordinary cases from loss or deception as regards his horse, it is well; but if he knows just so much more as to induce him to act on his own judgment, without that judgment being sufficiently formed to secure him from error, he has only sipped of the water of knowledge, but has not drunk deep enough for any useful purpose.—Cor. London Field.

**LOADING HEAVY LOGS.**—Place a piece of timber from four to eight inches in diameter, parallel with the wheels, and as near them as possible, one end resting on the front, and the other end on the hind axle of the wagon. Then place two strong skids, the one with its butt passing through the spokes of the fore, and the other through those of the hind wheel, and resting on the piece of timber which has been placed lengthwise in the wagon. Then some of the hands, by bearing down on the front end of the log, can easily raise the hind end above the hind wheel, while the other hands can push it over and let it down gently upon the hind axle of the wagon. All hands, then, together can, without difficulty, raise the front end of the log over the four wheel or into the wagon.

Roll the log up on the skids until it is stopped by the wheels; support it in this position while one or two hands raise its front end with a strong hand-stick, just enough to allow the front skids to be taken out, and placed between the fore and hind wheels, under the log, or supporting it as near its centre of gravity as possible. The butt of this skid will, of course, rest on the piece of timber placed lengthwise in the wagon. Then some of the hands, by bearing down on the front end of the log, can easily raise the hind end above the hind wheel, while the other hands can push it over and let it down gently upon the hind axle of the wagon. All hands, then, together can, without difficulty, raise the front end of the log over the four wheel or into the wagon.

We have just received a lot of the above class Carpets, purchased at a temporary auction sale in New York, which we now offer at greatly reduced prices from that naturally demanded for such Carpets. We invite the public generally to examine the stock as we are determined to make good what we say.

REV'D. J. B. JETEIN'S BOOK entitled "Campbellton Examined," by Moses E. Lard. Price \$1. New supply just received by CRUMP & WELSH, 65 Main st.

PAULIE'S FINE LASTING GAITERS AND INGRAIN CARPETS, AT C. DUVALL & CO.'S, 537 Main st.

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